

OXC-1153
Copy 7 of 7

9 December 1960

MEMORANDUM FOR : Chief, Materiel Branch, Development Projects Division
SUBJECT : Communications and Electronics Equipment for 1649 Connie

1. I talked to Kelly Johnson 8 December about the current state of the subject aircraft. He said he is sending us a complete inventory of all communications and electronics equipment presently installed in the plane. I asked him if on the basis of having sent such a list, he felt we should still proceed to obtain an ARC-34 through Colonel Geary. He said that while the aircraft had a lot of fine radio equipment in it, it was limited to commercial airline channels and frequencies and would not be adequate for contacting military bases.

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2. He said that he had communicated directly with [REDACTED] and apparently had advised him to slow down on obtaining the ARC-34 before he (Kelly) knew exactly what was in the 1649. The best way to proceed most expeditiously would be for him to again contact [REDACTED] and reactivate the arrangements under which the radio was to be procured. This he said he would do very shortly.

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3. With regard to the APS-42 equipment, [REDACTED] was also planning to obtain, Kelly said he still could not see the expense involved (around [REDACTED] in re-engineering the aircraft to take the APS-42. He is attempting to "steal" from an unidentified source the weather radar for which this aircraft is already configured. If he is successful, he will go ahead and install it without further reference to this Headquarters; if not, he will send us a cost proposal on what the commercial version will run. For the time being then, we can defer any action to obtain an APS-42 from the Air Force.

4. Kelly said that he had been successful in obtaining, and was submitting for clearance, records on a total of four pilots, two flight engineers, and two crew chiefs. The pilots average from 10,000 to 12,000 hours total time with no one having less than 1,000 hours in Connies. The flight engineers have 2,500 to 4,000 hours respectively in Connies.

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I asked him if the arrangements for POL support with Shell Oil Company at Burbank had worked out successfully. He said that they had worked just fine and the first truck had arrived 7 December to start defueling the aircraft so that the fuel could be checked for contamination or eventual usage. He says he does not plan to have the aircraft ready to fly next week when Mr. Bissell arrives but is certain that he can make good his 6 January 1961 ETIC.

JAMES A. CUNNINGHAM, JR.
Assistant Chief
DPD-DD/P

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